LAS-AVE. HEARING BY THE RAILROAD COMMITTEE OF THE the courtrooms to a jury room on the floor above,

BOARD OF ALDERMEN-PHOSE WHO SPOKE. ther hearing yesterday on the applicato run its lines from One-hundred-andridge Road to the city limits. This is the same, or practically the same, franchise that was applied for the Third Avenue Company. Both companies at it and are ready to make a strong fight. The Third Avenue Company was first in the field, but the head to get the franchise. The applicaof the Traction Company is really to extend its from One-hundred-and-sixteenth-st, through Manhattan-ave., thence up St. Nicholas-ave. to Spuyten Duyvil Creck. The Third Avenue Company has already been heard on its petition, but its representative attended the hearing yesterday in opposition to the Traction syndicate.

hen Alderman Rollin M. Morgan, chairman of the Railroad Committee, called the meeting to order in the Aldermen's Chamber shortly after 1 o'clock, fire were at least fifty uptown property-owners sent, as well as several lawyers and stenogram Morgan had announced that the hearing was an adjourned one, Edward Lauterbach, who represented the Third Avenue Company, asked that perty-owners who did not have a chance to state er views at the former hearing should be heard

Joseph Loth, then presented a petition against He is a property-owner on St. Nicholas-ave., and his petition was signed among William A. Howe, George Decker and William Broadbelt. Mr. Decker, he said, had made provements costing \$275,000 in St. Nicholas-ave, e signers of the petition owned in all a frontage feet in St. Nicholas-ave. They were all opposed to the desecration of St. Nicholas-ave, by a

erty-owner, opposed the application for the same reason. He said the extension was unnecessary, and that surface roads were not rapid transit. Neither application was for the benefit of the public, but

long time, however, to make this clear to the com mittee, because he had a speech written out, which he persisted in reading, and which seemed to be in advocacy of nominating Hugh J. Grant for Mayor. Chairman Morgan tried very hard to get Mr. von Goetz to talk on the subject under discussion, but

company to use St. Nicholas-ave. to reach Kings-pridge. The Boulevard, he said, was a howling iderness. St. Nicholas-ave, was the best avenue the city for driving on. "I would like to ask Mr. Lawson N. Fuller on which road he drives when he takes schoolgirls out driving," said the

drive on all the roads." said Mr. Fuller. "All who are in favor of these applications," said Mr. Bingham, "are the real estate speculators, and all who are opposed to them are the people who in their own houses." This remark was ap-ided. "This remark was applanded.
W. H. Clare said the attempt of the Third Avenue
Company to get Manhattan-ave. was an attempt to

steal.

E. P. Griffin asked the committee to deny the applications. If the roads wanted to go to Kingsbridge, they ought to go by way of the Boulevard.

Iridge, they ought to go by way of the Boulevard, be said.

James McCallom said the granting of the applitations would defer real rapid transit. He asked the committee to withhold their consent from both ampanies until the people of New-York had excessed their opinion on rapid transit.

Jacob Baush, representing the Central Labor Union, asked the committee not to grant the applications until after election. Others who made speeches for the preservation of St. Nicholas-ave, and the hastening of rapid transit were David Stewart, of the Washington Heights Taxpayers Association; William A. Hoe, C. A. Coutant, S. M. Miller and S. Moses.

Henry A. Brann opposed the laying of railroad tracks in Manhattan-ave. If the committee grantiel the franchise to either company, he said, they might as well put their hands in the pockets of property owners and take out 25 per cent of the value of their property.

Cast No. 2. October November 1.

FIVE OF THE JURORS GOT LOST.

THEY WERE MIXED UP IN A BIG JAM OF WOULD BE CITIZENS.

As a result of the big rush for citizenship papers in the Superior Court yesterday there occurred an unusual incident. A jury, in passing from one of The Railroad Committee of the Board of Alder- lost and wandered about the building hopelessiy at sea until they were found by two court officers. The lines of would-be citizens are not the most orderly that can be found, and yesterday they were particularly disorderly. They lined the corridors and gress or egress to the various courtrooms next to

> David B. Sickels, the receiver of the Harlem River Bank, has filed in the Court of Common Pleas his report of the condition of the bank's affairs up to the present time. He finds, according to the books of the bank, that the total assets amounted to \$423.728 87, and the total amount of the liabilities to \$403.514 33. The receiver has collected in cash to date the sum of \$8423.01 and has disbursed \$75.78164. There is now in his control in the State Trust Company \$21,263 37.

THE STATE OF TRADE.

SORT OF A HUGH J. GRANT SPEECH.

Wolf von Goetz, of Washington Heights, was also opposed to the application it took him a long time, however, to make this clear to the

THE MARKETS.

TOTAL RECEIPTS TO-DAY. New-York, October 2, 1894 2,856 Spelter, pieces 1,437 Tallow, pkgs 26 Tubecco, thds 887 Whiskey, bhls 202 Wood, bales

EXPORTS TO DAY.

Grass seed, tags. Hay, baies.

For week ending Tuesday, October 2, 1804.

Virginia shelled. No i. 34e; No 2 2624e. Honey qutet; white clover, 6914e per B, as to color and style of package; buckwheat; 8610e; extracted State white, 607c; beeswax quiet at 276274e; kinsing ranges \$2 25678340 bees B, as to size and clearnege.

MILK AND CREAM—The daily average receipts of milk and cream at the different rallorad distributing points in and near the city for the week have been as follows: Erie, 4.021 cans of raille, 26 cans of condensed milk and 134 cans of cream; Susquebanna, 1.504 cans of cream; Kewyork Central and Harlem, 1.509 cans of cream; Kewyork Central and Harlem, 1.509 cans of milk, 100 cans of condensed milk and 11 cans of cream; New-York Central and Harlem, 1.509 cans of milk, 100 cans of condensed milk and 11 cans of cream; New-York and Northern, 675 cans of milk, New-Haven and Harlford, 110 cans of milk; Ontarto and Western, 3.523 cans of milk, 37 cans of condensed milk and 23 cans of cream;

| The content of the

LIVE STOCK MARKETS.

208 b, at \$2 d2\(\frac{1}{2}\); 147 do, 116 b, at \$2 d0; 10 do, 173 b, at \$2 d5.

J. P. Nelson: 25 Western caives, 252 b, at \$4 25; 34 grassers, 215 b, at \$2 25.

S. Juda & Co.: 11 veals, 119 b, at \$7 12\(\frac{1}{2}\); 3 do, 150 b, at \$5 50.

Hums & Mullen: 7 veals, 151 b, at \$7; 4 do, 91 b, at \$4.

G. Dilleglack. 5 veals, 106 b, at \$7.

SHEIP AND LAMISS-Receipts, 15 cars, or 4,000 head; 6 cars for city butchers direct, and 13 cars to be sold, including some 14 cars held over yesterday there were 27 cars on sale. Demand moderate at steady prices without a clearance of the pens. Common to choice sheep and at \$2 506\(\frac{1}{2}\)\$ 50\(\frac{1}{2}\)\$ 60\(\frac{1}{2}\)\$ 60\(\frac{1}\)\$ 60\(\frac{1}{2}\)\$ 60\(\frac{1}{2}\)\$ 60\(\frac{1}{2}\)\$ 60\(enback: 94 State lambs, 61 lb, at \$3.75; 94 do. 62 th at \$3.50.

FOGS-Receipts, 7 cars, or 1,150 head, of which 470
head were on sale. Feeling a trifle firmer than yesterday,
and dealers quote \$3.70036-15 per 100 th as the range
for common to prime hogs. Country dressed steady at
750e for medium to light weights; lean 40-10 pigs selling
at the carside force.

